Business Planning, Benefits, and Risk Analysis

Cost and Schedule Risk

The Antelope Valley/option offers the best chance for minimizing constituction period risks:

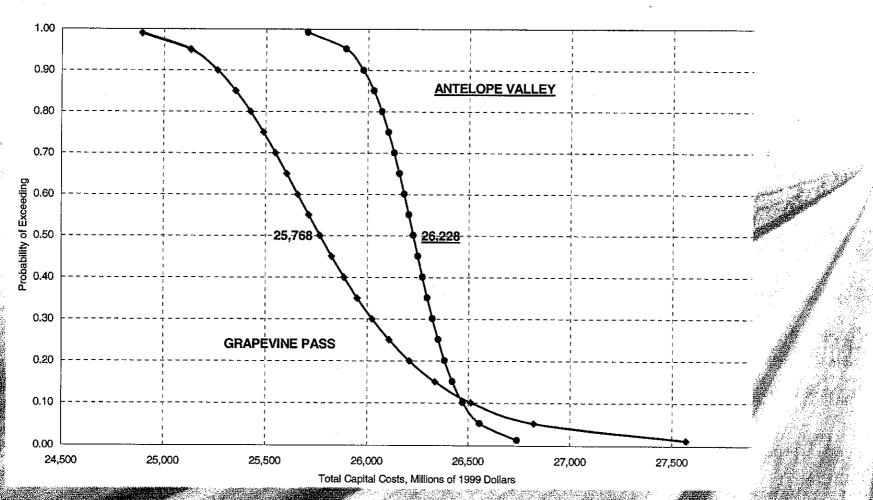
- Less tunneling (17 miles) means less risk of construction cost overruns
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Warch 1 2000

HLB Decision Economics Inc.

Business Planning, Benefits, and Risk Analysis

Capital Cost Risk: Antelope Valley vs. Grapevine



March 1, 2000

HLB Decision Economics, inc

Business Planning, Benefits, and Risk Analysis

Summary of Results

- · Ricership and Revenue
- Economic integration
- · Economic Wigbility
- Construction Risk

March = 2000

HLB Decision Economics, Inc.

Endorsements of the Minimum Antelope Valley Alignment

March t. 2000

HLB Decision Economics, Inc

Los Angeles County Board of Supervisors



MINUTES OF THE BOARD OF SUPERVISORS COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

> Joanne Sturges, Executive Officer Clerk of the Board of Supervisors 383 Kenneth Hahn Halt of Administration Los Angeles, California 90012

At its meeting held July 6, 1999, the Board took the following action:

Supervisor Antonovich made the following Statement:

The High Speed Rail Antelope Valley Alignment together with the Palmdele Station will provide high speed passenger service to 37% more riders than the proposed route directly from Bakerafield to Los Angeles through the Grapevine Pass, According to the Southern California Association of Governments (SCAG), northern Los Angeles County will experience the largest increase in population during the next 20 years. Palmdaie and the surrounding communities have one of the fastest growth rates in the State of California. It is essential that this region be included in the High Speed Rail route in order to accommodate this growing population.

"Providing High Speed Rall service to the Antelope Valley, rather than through the Grapevine Pass, will increase economic benefit for the region and also for the State of California as a whole. The estimated economic development benefits for the State of California with the Antelope Valley alignment are between \$190 million and \$479 million.

"According to the Los Angeles Economic Development Corporation (LAEDC), there is an annual industrial space deficit of 11 million square feet, which could lead to a potential loss to Los Angeles County of more than \$10 billion over the next five years. In order to avoid the loss of the County's tax base, it is essential that the high speed rail alignment be placed through this growing portion of Los Angeles County. The High Speed Rail Antelope Valley Alignment will provide transportation incentives necessary to attract industries to one of the few places in Los Angeles County that can sustain residential and industrial development.

(Continued on Page 2)

Syn. 4 (Continued)

"The High Speed Rail Antelope Valley Alignment will also provide the backbone for the transportation improvements necessary to attract airlines to the Palmdale Airport."

Therefore, on motion of Supervisor Antonovich, seconded by Supervisor Knabe, unanimously carried, the Board took the following actions:

- Went on record in support of the High Speed Rail Antelope Valley Alignment and the Paimdale Station which will provide high-speed passenger service to the Antelope Valley; and
- Instructed the Executive Officer of the Board to send a letter to the High Speed Rail Authority expressing the Board's position.

6070699-4

Copies distributed: Each Supervisor Chief Administrative Officer County Counsel

Letter sent to: Director, High Speed Rall Authority

Endorsements of the Antelope Valley Alignment

City of Los Angeles



July 15, 1999

California High Spend Rail Authority 925 I. Street, Suite 1425 Secremento, California 95814

Attention: Michael E. Tenoscheum, Chairman

Dear Mr. Tomaschwatt:

I am writing to urge the California High Speed Rait Ambierry to include the planned stop at the Pelandelis Attract in the Ashetope Velley. It is my endersteading that the custem staff recommendation would eliminate this wind smith-modal endpertion.

As you know, the 17,000 acre Palendale Aispert is an integral part of the regional solution to Los Angeles' six transportation needs. Should a stravelle high speed sail line be built and operated, it impecative that much a service integrate with major manageration centers in Los Angeles. including the Palachic street.

The Palendele Airport step is existed to making the high speed tail line visible in Los Angeles and an effective park of our mobil-model transportation system. Any high speed sail alignment must serve the Palendele Airport. I urgs you in the strongest surms possible to re-instalc the planned. stop at the Palmitche Aisport in the American Valley.

RESOLUTION

WHEREAS, on Tuesday, July 20, 1999, the California High Speed Rall Authority will make its final decision on the toute of the proposed High Speed Rail connecting California's major regions. The critical issue for the City of Los Augstes is the roote through the Southern California region; and

WHEREAS, at its last marring on June 16, 1999, the Authority postponed consideration of a staff recommendation which excludes a Palmiale station; and

WHEREAS, the Aniclope Valley is one of the flatest growing areas in Southern California which due to a lack of transportation infrastructors, has resulted in representational levels of congestion, incressed air pollution and a stiffed economic elimate; and

WHEREAS, the City of Los Angeles is attempting to develop Palmdais Airport as a major

WHEREAS, a High Speed rail metion in Palendale is in the best interests of the entire Lot Anneles region as it presents an opportunity to provide a sede, clean and viable alternative to valuation prayed within Southern California and facilities the growth of air compenses and

WHEREAS, the current lack of transportation infrastructure in the Pakendels area has imperior efforts to develop the local sixport and as a result many Amelope Valley residents are facced to drive access the consessed Southern California region to overcowded airports seeking service to destinations within the Sixte or contecting to sectional and international filebra; and

WHEREAS, without a Palendale station, the High Speed Rail Project's contribution to the Southern California transportation system will be significantly reduced and its political support will he seriously model:

NOW. THEREFORE, BE IT RESOLVED, that by the adoption of this resolution, the City of Los Angeles strongly urges the California High Speed Rail Authority to adopt a mosts which

SECONDED BY:

July 16, 1999

LAWA -- Board of Airport Commissioners



Minure & Horrison.

Many of Alepert

John J. Agoglia Provident

Patricia Myry 40 Vice President

Jahn J. Discott Executive Disco

Los Angeles World Airports

RESOLUTION NO. 20730

WHEREAS, the State Legislature has anacted legislation creating a California High Speed Rail Authority (CHSPA), with the legislative direction to develop a business plan for a high speed and very high speed rail program for the State, and

WHEREAS, the CHSRA has commissioned a series of technical studyer evaluating various factors to be considered in the development of high speed (si) plan and program; and

WHEREAS, the work of the CHSRA is addressing some of the same technical, environmental, and Intendal issues analyzed by the California Intercity High-Speed Pail Commission, and

WHEREAS, in 1996 the los Angeles Board of Airport Commissioners urged the Commission to adopt a high speed rail alignment serving Palmdalo Regional Airport; and

WHEREAS, in December, 1936, the California Intercity High-Speed Rail Commission filed a report with the State Legislature, entitled, "High Speed Rail Summary Report with Author High," which included a recommended route alignment directly serving the Antelope Valley and

WHEREAS, Los Angeles World Airports has consistently supported the davelopment of a regional multi-modal transportation system servine major activity centers, and the regional airport system, including Los Angeles International, Ontario International, and felmdule Regional Airports; and

WHEREAS, Los Angeles World Airports has been working cooperatively with the City of Falmdale to develop a Memorandum of Understanding that sets out the Agreement as to the development of Falmdale as a viable regional airport; and

WHEREAS, los Angeles World Airports has committed to the development of Falmdale Airport as part of the regional solution to provide services to meet the passenger demand in the five counties areas and

WHERERS, Los Angeles World Airports has studied the demand and the growth potential of Falmiale Airport and has committed itself to a strategic plan to maximize that growth potential; and

WHEREAS, the los Angeles City Council at its June 15, 1999 sweting adopted a Resolution declaring its support for the high speed tail alignment that runs through the Antelope Valley and includes a stop at Paindales and

WHERFAS, the CHSRA is scheduled to adopt a preferred high speed rail alignment at their July 20-21, 1999 meeting in San Francisco; and

MHERITAS, this action, as a continuing administrative activity, is exempt from the requirements of the California Environmental Quality Act as provided by Article III, Section 2.f of the Los Angeles City CEOA Guidelines; and

MHEREAS, actions taken on this item by the Board of Airport Commissioners will become time pursuant to the provisions of the Los Angeles City Chatter Section 32.3; Resolution No. 20730

-2-

NOW, THEREFORE, BE IT RESOLVED that the Board of Airport Commissioners determined that this action is exempt from CRQ requirements, adopted the Staff Report, and further requests the California High Speed Kail Authority adopt a statewide high-speed rail route alignment which serves the Antelope Valley and City of Palmeble.

o02

I hereby certify that the foregoing is a true and torrect copy of Resolution No. 20730 adopted by the Roard of Airport Commissioners at a special meeting held Wednesday, July 7, 1999.

Hank Wilh

Sandra J. Miller - Secretary BOARD OF AIRPORT COMMISSIONERS

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Endorsements of the Antelope Valley Alignment

Kern County Board of Supervisors

RECEIVE

JUL 02 1999

BEFORE THE BOARD OF SUPERVISORS COUNTY OF KERN, STATE OF CALIFORNIA AD

In the matter of:

Resolution No. __99-180 Reference No.

SUPPORT OF THE HIGH SPEED RAIL ANTELOPE VALLEY ALIGNMENT AND THE PALMDALE STATION

I, DENISE PENNELL, Clerk of the Board of Supervisors of the County of Kern, State of California, do hereby certify that the following resolution, proposed by Supervisor Parra, seconded by Supervisor Patrick, was duly passed and adopted by said Board of Supervisor at an official meeting hereof this 29th day of June, 1999, by the following vote, to wit:

AYES:

Mcquiston, Perez, Patrick, Peterson, Parra

NONE:

- 1102

ABSENT: None



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RESOLUTION

Section 1. WHEREAS:

- (a) The Antelope Valley Alignment coupled with the Palmdale Station will provide high speed passenger service to the millions of people who will call the high desert their home in the coming century. This route will serve not only northern Los Angeles County but southeastern Kern County and the high desert portion of eastern San Bernardino County; and
- (b) The Antelope Valley Alignment via Tehachapi will also facilitate the best rail alignment for serving the metropolitan Bakersifield Station; and

- (c) The Antelope Valley Alignment will cost an additional \$240 million and will add approximately 35 miles to the route, expanding the rail services customer base by millions in the coming years; and
- (d) The Antelope Valley Alignment will re-establish passenger rail service between the High Desert and the Central Valley; and
- (e) The High Speed Rail Authority staff recommends the Inland Empire route serve Ontario Airport and the City of Riverside which makes a Palmdale Station a destination of choice for the High Desert residents of San Bernardino County;

Section 2.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Board of Supervisors of the County of Kern, State of California, as follows:

- The Kern County Board of Supervisors supports the Antelope Valley Alignment and the Palmdale Station.
- 2. Copies of this resolution shall be forwarded to:

California High Speed Rail Authority 925 L Street Suite 1425 Sacramento, CA 95814

William J. "Pete" Knight, Senator 17th District State Capitol, Room 5082 Sacramento, CA 95814

George Rumer, Assemblyman 36th District State Capitol, Room 6027 Sacramento, CA 95814

James C. Ledford, Mayor City of Palmdale 38300 North Sierra Highway Palmdale, CA 93550

Frank Roberts, Mayor City of Lancaster 44933 North Fern Avenue Lancaster, CA 93534

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